

LITERATURE.

REVIEW OF NEW BOOKS.

From Claxton, Remsen & Haffelinger we have received "The Gospel of the Kingdom." By "Senior Harvard."

None of the prophecies uttered by Divine Inspiration have been more carefully studied or more variously interpreted by commentators of the Bible than those which relate to the second coming of our Lord and the spiritual kingdom which He will establish.

"Senior Harvard" has thoroughly, and with becoming humility, examined portions of the Holy Scriptures that refer to the subject. He infers from this examination that the Kingdom of Christ, which is to come, will be manifested upon this earth, preceded by a change which will convert our globe into a more ethereal state.

He is of that school of theologians who believe that the covenant made with Abraham will not be fulfilled until the second coming of Christ, when the patriarch and his natural and spiritual seed shall possess the land and enjoy it forever.

The author does not seek theological controversy. He only desires to allay doubts in the minds of those who have become perplexed by the various explanations given to these prophecies.

"Senior Harvard" view of the coming kingdom, is "It is spiritual, immortal, celestial, incorruptible and full of glory and bliss. The King from a mortal was changed to a spiritual body before He went to receive the Kingdom.

When He comes again with power to take the dominion, He will make all things suitable for the eternity of His throne and for the abode of His saints, and for the glorified body both of the King and His people. He will make all things new, a new heaven and a new earth.

He will subdue all things unto Himself, and will restore not only His chosen people, but all things to their first estate in the paradise of God."

In short, the nature of the Kingdom will be of the nature of the King—that is, our nature glorified, human nature ennobled with the divine in the person of the King and His people glorified with Him.

The realm will be this whole creation, now groaning under the bondage of corruption, and longing for the adoption, to wit, the redemption of our body; it will then be exalted in "the glorious liberty of the children of God."

—J. B. Lippincott & Co. send us "Beyond the Breakers," by Robert Dale Owen. This story during its serial publication in Lippincott's Magazine attracted the attention of a small and select circle of readers.

To the majority of those who perused the magazine was certainly an intolerable bore. There were two reasons for this—first, Mr. Owen endeavored to make his fiction the medium for setting before the public certain philosophical views which only interest a very limited number of persons; and secondly, and chiefly, he has little or no talent as a story-teller.

This is a plain statement of the case, and it is no disparagement either of the author or of his work. Mr. Owen is a man of decided and peculiar views in certain matters, and to those who are interested in the same subjects as himself "Beyond the Breakers" will be found to contain much that is worthy of perusal.

Mr. Owen's literary style is good, and the one of the work is pure, elevated, and sincere, which will commend it to those who may not be disposed to agree with the author in all his opinions and speculations.

From the same house we have received Part 3 of "The Universal Pronouncing Dictionary of Biography and Mythology," by J. Thomas, A. M., M. D. This part extends from "Ariadne" to "D'Avity," and in the fulness of its definitions it fully sustains the expectations raised by the first numbers.

—T. B. Peterson & Brothers send us "Hans Breitmann in Church, with Other New Ballads," by Charles G. Leland. The principal ballad in this series is based upon a real occurrence that came under Mr. Leland's observation during the Rebellion. It will be found as amusing as any of its predecessors, and that will be considered a sufficient recommendation by the admirers of "Hans Breitmann."

—From Turner & Co. we have received "Cyrilla; or, The Mysterious Engagement," by the Baroness Tauphous. Anything from the pen of the author of "The Initiates" is eagerly perused by a large circle of admiring readers, and this very charming story will be sure to find an appreciative audience.

Turner & Co. also send us "Our Boys and Girls for March 5."

"Health and Good Living," by W. W. Hall, M. D., published by Hurd & Houghton, is a practical treatise on the preservation of health that will be found useful to persons in every rank of life. Dr. Hall is well known as the editor of Hall's Journal of Health, a publication that, in spite of its "crankiness" on some points, really gives much valuable advice. In the preface to the work before us, the author states that the design "is to show how health can be maintained and common diseases cured by 'good living,' which means eating with a relish the best food, prepared in the best manner," and he defines the best food to be "meats, fish, poultry, wild game, fruits, and the grains which make bread."

Dr. Hall declares that there can be no "good living" without a good appetite, and he endeavors to point out, in clear and plain terms, how this blessing can be obtained without money and without price necessarily. The book contains dietary rules that will commend themselves for their practical common sense, as well as the medical knowledge they display, and if they are strictly attended to, they can scarcely fail to produce favorable results.

—From the Presbyterian Publication Committee we have received "The Man with Two Shadows," by Ernest Hoven. This is a religious story for young people, which is entitled to commendation as being of rather more literary merit than the majority of works of its class.

"The New York Almanac" for 1870, published by Francis Hart & Co., No. 65 Courtland street, New York, contains a variety of interesting reading matter and numerous good illustrations, besides valuable information on insurance subjects.

—From J. B. Lippincott & Co. we have received "A Report on the Condition, Capacities, and Resources of the Union Pacific and Central Pacific Railways," by E. H. Derby, of Boston. Published by Lee & Shepard. This report is a brief but complete description of the country traversed by the overland route to the Pacific, and it gives many interesting and valuable facts and figures.

—The Nursery for March is filled with stories, verses, and pictures that will please the youngest readers. —Leisure Hours for March presents an entertaining series of articles on popular subjects. —The Philadelphia Photographer for March, published by Bennerman & Wilson, gives as its "specimen" an example of a "retouched" negative, by J. F. Ryder, of Cleveland, Ohio. The articles are, as usual, both practical and artistic. —Our Schoolday Visitor for March has an excellent selection of articles adapted to the tastes of young readers.

A PERFECT BRICK.

A Bar of Silver Weighing One Thousand and Thirteen Ounces.

We were yesterday showing to the State National Bank in this city, a "brick" of solid silver, weighing 1013 ounces, 95 fine. It was out of the Vermillion and Burke ledges in the Meadow Valley District (now called Ely District), Lincoln county, Nev., 380 miles south of Salt Lake City, and 140 miles north of California, the head of navigation on the Colorado river. The brick is a perfect monster in size and weight. It will be sent by the bank to New York, for assay. It came through from Nevada by express.

Yesterday Mr. J. Vermillion, formerly an old resident of Buchanan county, and now one of the proprietors of the Vermillion and Burke ledges, arrived in this city, direct from Nevada. He represents the mines in that section of country as very prosperous and being worked rapidly. The mines are well developed, from six to fourteen feet wide, and pay as high as \$8000 per ton. Ploch, the principal town in the Meadow Valley District, contains about four hundred and fifty men and half a dozen women, and is rapidly improving, although it is to be feared that most of the increase in population comes from immigration. Messrs. Ely & Reynolds have five stamp mills working ten tons of ore per day, and the Meadow Valley Company will have some twenty stamp mills at work in the same district in a few weeks. A number of others are en route to the district, and will soon be in operation. Black Shaft, on Ploch ledge, worked by the Valley Mead Company, has a shaft forty feet deep, pays \$5000 per ton, and is guarded day and night to keep the specimens from being carried off. —St. Joseph (Mo.) Gazette, Feb. 24.

A LAMENTABLE AFFAIR.

A Young Man Stabbed by a Schoolmate, who Afterwards Committed Suicide.

A lamentable affair transpired in Lindley township, in Mercer county, Mo., on Thursday and Friday evenings of last week, resulting in the death of Clark Putnam, a lad about fifteen years of age, and the probable fatal injury of William Wilmot, who is also about the same age. It seems that a spelling school was being held at what is called the Moss school-house, on Thursday night, at which a quarrel ensued between these two boys, but which, however, did not result in any blows while at the school-house. But on their way home the quarrel was resumed, when, it is said, Wilmot attacked Putnam with a knife. Putnam also drew a knife, and the two boys fought, each of which took effect between the jugular vein and the collar bone, producing a fearful and probably a mortal wound. Wilmot, it is said, is now lying in a critical condition.

On the following day Putnam was arrested by the patrol, and examined, and bound over for his appearance at the March term of the court. Shortly after returning home from the trial, Putnam took his gun and started, as it was supposed, out hunting. After an absence of several hours, he returned, and was found dead, and search was made for him. He was found dead some distance from the house, the gun lying near his body—the ball penetrating his heart. The conclusion was at once arrived at that he had taken his own life.

ANOTHER AWFUL DISASTER.

Terrible Steamboat Explosion and Loss of Life.

The Cincinnati Times of Saturday publishes the following special telegram from Cleves, Ohio:—A boat supposed to be the tow-boat Hope, with two empty barges, while coming up the river this afternoon exploded her boilers near North Bend at 2 o'clock, and immediately afterward caught fire, and when last seen the wreck was floating down a mass of burning flames. Five of the wounded are at North Bend, and one or eight are supposed to have been killed.

The explosion completely shattered the boat, and several persons were hurled into the air. It is impossible at the present moment to learn the names of the killed and injured. The following were obtained by one of our reporters: Conductor Peter Martenstein, of the I. & C. Road, reports that at 7:40 P. M., when the train was at Cleves, about one mile from North Bend, the passengers on the train heard an explosion, which proved to be a steam boiler, but whether it was the boiler of the tug, or whether it was the tug's boiler, he could not say. He saw the wreck, nearly all blown to pieces and on fire, floating down the river. He also stated that a passenger that came on board the train at North Bend said that a man, supposed to be the pilot of the boat, was blown up to three hundred feet in the air. The name of the boat is the Neville. One of the bodies has washed ashore.

A Warning to Young Men.

Under the above heading the New York Sun of this morning has the following singular editorial article, which evidently refers to the President:—Nicotine is the active principle in tobacco, and in a concentrated form is one of the most virulent poisons known. Notwithstanding this fact, entirely different opinions have been entertained by the most respectable medical authorities respecting the effect of tobacco on the system, many asserting that its use in any form is baneful in the extreme, while others contend that a moderate indulgence in the narcotic weed is not only harmless, but positively beneficial to the health. The truth is that the effect it produces on different constitutions varies. Some people may smoke almost continuously without exhibiting any ill effects, while others are sensibly affected by the use of two or three cigars a day. A cigar is more likely to injure one than a pipe, because the cigar discharges directly into the mouth of the smoker every thing that is produced by the burning. And there are those who, from an over-indulgence in the questionable habit, live in a constant state of narcotism, or narcotic drunkenness, to the serious detriment of their mental organizations.

Perhaps the strongest arguments against the excessive use of tobacco could be produced than that afforded by the melancholy example of a man of the highest position whose case is now exciting great alarm in the minds of his friends. This individual, whose name we suppress for reasons of delicacy, only eighteen months ago was in the full possession of vigorous intellectual powers, and was the object of general regard. For the last year, however, he

has smoked so incessantly that as a natural consequence his faculties appear to be rapidly falling him, and the gravest apprehensions are entertained lest he should finally fall into a condition of absolute insensibility. This sad case should be a warning to the young.

RAILROAD LINES.

READING RAILROAD—GRANT TRUNK LINE. Leaving Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the Chesapeake.

WINTER ARRANGEMENT.

Of Passenger Trains, December 29, 1869.

Leaving Philadelphia, December 29, 1869, and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION. At 7:00 A. M., for Reading and all intermediate stations, and at 7:30 A. M., for Pottsville, Reading at 6:30 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS. At 8:00 A. M., for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Elmira, etc., at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pottsville, etc.

AFTERNOON EXPRESS. Leaves Philadelphia at 2:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION. Leaves Pottsville at 6:45 A. M., stopping at intermediate stations, arrives in Philadelphia at 9:10 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottsville at 6:15 P. M.

WINTER ACCOMMODATION. Leaves Pottsville at 5:30 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:40 A. M.

Leaving Philadelphia at 4:45 P. M.; arrives in Reading at 7:40 P. M., and at Pottsville at 9:30 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 9:05 P. M., and at 9:45 P. M., arriving in Philadelphia at 4:25 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 10 P. M. Connecting with Reading and Columbia Railroad trains at Harrisburg at 6:25 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Harrisburg at 12:30 noon, for Pottsville and all way stations; leaves Philadelphia at 10:45 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

Leaving Philadelphia daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:30 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points leave Philadelphia at 7:30 A. M., 12:30 P. M., and 4:30 P. M. Returning from Downingtown at 6:30 A. M., 12:45 and 3 P. M.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD—TIME TABLE.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Philadelphia at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Wilmington and Baltimore. Arriving in Wilmington at 10:30 A. M., 4:30 P. M., and 8:30 P. M. Arriving in Baltimore at 1:30 P. M., 7:30 P. M., and 11:30 P. M.

Trains leave Baltimore at 6:30 A. M., 12:30 P. M., and 4:30 P. M. (Sundays excepted) for Philadelphia. Arriving in Philadelphia at 10:30 A. M., 4:30 P. M., and 8:30 P. M.

Trains leave Wilmington